

Ms Debra Robertson  
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Adelaide Rail Freight Movements Study  
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Dear Ms Robertson,

**Re: The Adelaide Rail Freight Movement Study Discussion Paper**

Council's Strategic Planning & Development Policy Committee has considered your Discussion Paper at its November 16, 2009 meeting and resolved to endorse and lodge the following submission.

Firstly, Council commends the Commonwealth Government for this important strategic assessment of the future of rail freight in the Adelaide Region.

Secondly, Council acknowledges that the existing rail alignment has no benefit to the Adelaide Hills as it carries only freight through traffic between Adelaide and Melbourne and has no opportunities for local businesses. Unfortunately, Council's only involvement with the existing rail alignment is in re-directing the inevitable noise complaints that arise from gradients that are too steep and curves that are too tight, and assisting with level crossings on Council roads.

Council appreciates that your Study Team have prepared a number of questions for which they would appreciate feedback. Given Council's limited role with the current alignment we are not in a position to provide informed comment on the more technical aspects of route options, the forecasts for traffic levels or economic development, or the comparative levels of freight generated in each State.

However, Council is supportive of suggested upgrades to the track which would include:

- improvements to the current alignment to reduce train and wheel noise;
- improvements to level crossings along the current alignment to:
  - improve crossing safety potential dangers of collisions;
  - reduce traffic waiting times; and,
  - achieve grade separation, where possible;

Council is also interested in exploring the idea of a passenger and local freight service along this alignment to connect Adelaide with Mount Barker, and would like to be involved in any discussions to further this matter. Council is aware that there would be substantial issues to be resolved, for example, re-establishment of stations and stopping points, options for light rail, possible electrification, integration with City rail traffic, commuter parking areas. In particular, Council is concerned for the future of The Hut Community Centre which holds a long term lease over the former Aldgate Railway Station site.

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Council is also aware that the benefits of a passenger and local freight service could include:

- significant reductions in commuter traffic along the South Eastern Freeway (especially in light of the State Government's intentions to double the population of Mount Barker);
- stations serving population centres of Stirling, Aldgate, Bridgewater, Balhannah and Mount Barker Junction;
- park-and-ride facilities attached to stations and stopping points; and
- potential for rail freight for locally produced products and agricultural goods direct to Islington for trans-shipment to the Ports of Melbourne or Perth.

Council also notes that such a local freight service could be extended beyond Mount Barker to benefit the operation of the Monarto South Intermodal Terminal, by facilitating the delivery of broken down freight loads to, for example, Woolworths' distribution centres in Metropolitan Adelaide.

In the event that you have any questions or require further information regarding this submission, please contact Mike Flehr, Council's Senior Strategic & Statutory Planner on 8408 0503.

Yours faithfully,



**Mike Flehr**  
**Senior Strategic & Statutory Planner**